### THE

**MENU** 

## **ARCHITECTS**NEWSPAPER

SIGN UP FOR AN'S WEEKLY
E-NEWSLETTER

# HOME NEWS BLOG PRODUCTS

DIARY

COMPETITIONS

JOBS

CURRENT ISSUE

PAST ISSUES

ADVERTISING SUBSCRIBE

ABOUT US

CONTACT US

RSS

### twitter

facebook
share

CURREN

### CURRENT ISSUE> EAST



### CURRENT ISSUE> WEST



### CURRENT ISSUE> MIDWEST



### NEWS

11.09.2010

### Chicago Channels Burnham in Bold Regional Plan

The city's first comprehensive vision in 101 years offers a complete reassessment of seven-county region



THE U.S. EFA EARWARKED \$2.2 BILLION THIS YEAR FOR THE GREAT LAKES RESTORATION INTITATIVE, WHICH WILL HELPADVANCE A NUMBER OF THE COMPREHENSIVE PLANS RESOURCE CONSERVATION GOALS.

Chicago has long been hailed for bold, visionary planning, but it has been some time since the city embarked on a comprehensive plan—101 years, in fact. The Windy City is now rekindling that spirit of ambitious urban thinking with <u>GO TO 2040</u>, calling for a complete reevaluation of growth in the seven-county Chicago region.

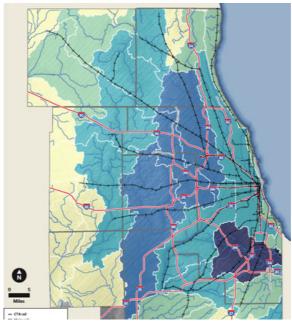
While the hallmark of the Burnham plan was "make no small plans," Chicago's new endeavor is no less optimistic, if slightly more financially pragmatic. *GO TO 2040* calls for a concerted effort to rethink land development, transportation, energy, education, and quality of life, focusing on four related areas: livable communities, human capital, efficient governance, and regional mobility.

GO TO 2040 is the result of three years of research and public input from the Chicago Metropolitan Agency for Planning (CMAP), an entity formed in 2005 and charged with coordinating regional growth.

"The strength of our communities and economy are determined by issues that are highly interrelated," Randy Blankenhorn, CMAP executive director, said in a statement. "Promoting a good balance of jobs and housing will give residents the option to live nearer to where they work, which lets them spend less time commuting."

The plan was unanimously adopted by community leaders on October 13, and will guide the city well into the 21st century. At the heart of the over 400-page document is how to handle growth in a region expecting 2.4 million additional residents. Part of that solution is found in extensive infill development on over 100,000 vacant acres within the metropolitan boundary to increase density and create walkable centers.

Rather than continue an unsustainable auto-dominant development pattern already deeply rooted in the region, GO





#### ARCHIVE

Search by:



### Search

Displaying items 1 - 10 of 1763

1 <u>2 3 4 5 > >></u>

#### Chicago Channels Burnham in Bold Regional Plan 11.09.2010

The city's first comprehensive vision in 101 years offers a complete...

### In Detail> Shepard Hall

11.08.2010 Elemental gives George B. Post's Gothic City College landmark a long-incoming...

### UK Firm Hits Pay Dirt in Downtown OKC

11.08.2010 London-based Allford Hall Monaghan Morris lands 12 separate projects to reinvent...

### Open> Store 11.05.2010

Lincoln Park Apple Store by Bohlin Cywinski Jackson with Hoerr Schaudt

# Review> Action Architecture at CA Design Biennial

11.05.2010 Frances Anderton's picks for the first-ever architecture category play up the...

# Pei Scale for NYU's Silver Towers Site?

Latest proposal for I.M. Pei complex heads to Landmarks Commission with

### Reese Smashed to Pieces

11.04.2010
After long preservation fight, Chicago reneges on saving hospital



TO 2040 suggests compact communities where owning a car is not a prerequisite.

A variety of systematic policy changes are proposed that overhaul how transportation projects are funded. Among the most ambitious proposals is the redistribution of transportation



THE FLAN SHOWS PROPERTIES WITHIN FEWA'S 100-YEAR FLOODFLAIN, WITH DARKERAREAS INDICATINGA HIGHER NUMBER OF VULNERABLE PARCELS.

dollars within Illinois. Currently, Chicago receives only 45 percent of state transportation funding, despite having 66 percent of the state's population.

Tax codes are also slated for an overhaul. Policies that promote "big box" sprawl will be reevaluated for an approach favoring greater regional economic benefits. In a move expected to generate some controversy, the plan also proposes an eight-cent increase in gas taxes and new user fees to fund projects, including expanding transit.



AMONG THE PROPOSALS AREA NUMBER OF MAJOR TRANSIT, HIGHWAY, AND MULTIMODAL PROJECTS, ALONG WITH POLICY RECOMMENDATIONS TO BETTER FUND PUBLIC TRANSPORTATION (CLICK TO ZOOM).

COURTESY CMAP

Chicago's vision has already received an initial boost from the U.S. Department of Housing and Urban Development. Senator Dick Durbin announced a \$4.25 million Sustainable Communities Regional Planning grant program to help integrate housing, land use, and infrastructure investment.

"GO TO 2040 is a forward-thinking plan that will help Chicagoland maintain its position as one of the nation's foremost economic and cultural centers," Durbin said in a release. "Today's funding will give GO TO 2040 more resources to achieve their goal of helping the nearly 300 communities around Chicago create and implement a comprehensive plan for a sustainable future."

### Branden Klayko



-тоод мосилду, жылы, цвизоофе и співес, могив тепв

building

### Balmond on the Move

11.04.2010 Arup's key man lights out for new territories

#### Architects of Record Can't Get No Respect

11.04.2010
Editorial> Playing a supporting role can be lucrative, but do firms...

### **Good Medicine**

11.03.2010
The next wave of healthcare design makes architecture part of the...

1 2 3 4 5 > >>